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CHANGE OF TIME.

Through Chair Cars to Kansas City.

The Minneapolis & St. Louis railway,

"Albert Lea Route," ever ready to meet

the demands of the traveling public, upon

March 17th, 1899, inaugurated a through

chair car service between St. Paul, Minn.

and Kansas City, leaving St. Paul

daily, except Sunday, at 9:30 a. m., Minn.

arriving at 9:30 a. m.

These cars are models of perfection and

in many respects are superior to those run

by any road. The interior is finished in

selected and exquisitely polished woods of

mahogany, cherry and oak. The curtains,

carpets, etc., in harmony of design and

color form an ensemble pleasing to the

eye and gratifying to a cultivated taste.

No pains or expense have been spared to

make them the most comfortable and

vehicles of their class in America.

For maps, rates, time cards, etc., address

nearest R. R. agent, or write to

S. F. Boyd, G. T. P. A.,

Minneapolis.

C. L. Canfield, Gen. Agt., Helena.

San Francisco and Los Angeles Excur-

sion Rates.

On January 15th and the same date each

month thereafter, the Union Pacific rail-

way company will sell excursion tickets to

San Francisco at the following rates from

Helena. Going and returning via Ogden,

\$75; going via Ogden and returning via

Helena, \$100; going via Ogden and

returning via Ogden, \$125. Tickets to

the above points include side trips, Ogden

to Salt Lake City and return, going via

Ogden and returning same route, \$25. Tickets

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THE BUTTE ROUTE.

The announcement by officials of the

Northern Pacific railway that a line will

be built by that company from Gallatin

to Butte by way of the Homestead pass

has furnished the Inter Mountain with

the opportunity to indulge in an out-

burst of self glorification and of abuse of

Northern Pacific officials that is unjust

as groundless in the one case as it is unjust

in the other. At the meeting in Butte

on Thursday at which the decision of the

company to build by the Homestead pass

was announced Engineer Ray, of

Butte, freely stated that the Northern

Pacific directors were fully justified in

adopting the route by way of Mullian

pass, when the road was constructed,

because at that time no more feasible

route had been discovered, and that the

grade at Mullian is 54 feet lower than

the grade at Pipestone and 74 feet

lower than the grade at the Homestead

pass. Subsequent surveys, however,

have shown that the higher grades at

Pipestone and Homestead can be over-

come as easily as was that at Mullian.

It may possibly be news to the Inter

Mountain that a survey of the Pipestone

and Homestead routes was ordered by

the chief engineer of the Northern Pa-

cific the middle of December last, and a

reconnaissance and report made, six

weeks before the subject was taken up

by the Butte board of trade, and that

for the illness of the engineer assigned

to the work the survey would have been

completed before the Butteites had

made a move. Not all the nonsensical

rot injected into the question by the Inter

Mountain will convince anyone who

cares to acquaint himself with the facts

that unfair means were used to procure

the adoption of the route that engineers

of the highest rank in their profession

had declared to be the only practicable

one. The continuance of the Inter

Mountain's time-worn and moth-eaten

allegations against railway officials and

citizens of Helena in this matter can

only serve to weary its readers and dis-

gust its few friends.

The route through the Homestead pass

has been adopted after a thorough ex-

amination of both that and the Pipestone

route, which shows that the grade of the

Homestead is eighty feet less than that

of the Pipestone, while the route will be

six and one-half miles shorter. The

Northern Pacific will thus have a direct

line from St. Paul to Butte which will

be 15 miles shorter than the Montana

Central's line between the same points.

The new line will also give direct

connections between Butte and Anaconda

and the great fuel supply point of Mon-

tana, Red Lodge, which will add cer-

tainty to the operations of the smelters

at the cities named.

The allegation which the Inter Moun-

tain so delights to repeat, that the con-

struction of the Gallatin and Butte line

will injure Helena, is without founda-

tion. The capital city is in no way de-

pendent for its own prosperity upon the

retardment of the growth of any other

city or town in the territory. Helena is

and will continue to be the chief com-

mercial city of Montana, and will ben-

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